

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,254 號肆十五百貳千壹萬壹第 日柒 月捌年六十二緒光 HONGKONG, FRIDAY, AUGUST 31st, 1900. 伍拜禮 號壹十叁月捌年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A FINE OLD BRANDY.

WATSON'S B BRANDY

IS ONE OF HENNESSY'S SOUNDTEST PRODUCTS AND AT \$2½ PER CASE IS THE BEST VALUE IN THE HONGKONG MARKET.

A. S. WATSON & CO. LIMITED.

WINE AND SPIRIT MERCHANTS. ESTABLISHED 1841. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON, Hongkong, 13, Praya Central
NAPLIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for LANE, CRAWFORD & CO. Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central, Hongkong, 28th July, 1897. [a3]

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN NET

"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to SIEMSEN & CO. Hongkong. [a2]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.
Extra Night cars at 11.30 and 11.15 p.m.
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8.15 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. to 11.00 a.m. Every ten minutes.
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central
JOHN D. HUMPHREYS & SONS, General Managers. Hongkong, 1st May 1900. [a1033]

HOTELS

VICTORIA HOTEL SHAMHUN-CANTON.

THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.
The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.
Excellent Cuisine and best Wines.
The Hotel's "Boat House" all Steamers on their arrival and departure. Telephone and Telegrams addressed to VICTORIA, Canton.
A. B. C. and A. F. C. used.
MADAR & FARMER, T. F. DA CRUZ, Proprietors. Hongkong, 16th November, 1899. [a4]

RAFFLES HOTEL SINGAPORE.

SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs. CURRIES A SPECIALITY.
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIES BROTHERS, Proprietors. Hongkong, 16th August, 1900. [2219]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES. J. M. DE ZUNIGA, No. 9, QUEEN'S ROAD CENTRAL Entrance: ICE HOUSE STREET (New Victoria Hotel)

SUMMER DRINKS.

WATKINS' FRUIT SYRUP WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND REFRESHING BEVERAGE.
RASPBERRY. BANANA.
BLACKBERRY. STRAWBERRY.
LEMON. LEMON SQUASH.
PEACH. ORANGE.
PINEAPPLE. CHERRY &c. &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG. [112a]

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAILWAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]

ABSOLUTE purity can only be obtained by Distillation.
Absolute PURITY can only be obtained by Distillation.
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Absolute purity can only be obtained by DISTILLATION.



The Aquarius Co.'s Table Water is made from Pure Treble Distilled Water only.

General Managers AQUARIUS CO. CALDBECK, MACGREGOR & CO., 15, Queen's Road. [34a]

COTTAM & CO.,

HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in SILK or INDIA GAUZE), AND WHITE CANVAS BOOTS and SHOES, &c. &c. [35a]

SMITH'S

"GLASGOW MIXTURE" AND "CUT NAVY" TOBACCOS.

COOLEST AND SWEETEST TOBACCOS MANUFACTURED IN 4 LB. TINS. \$1.10 AND \$1.25 PER TIN.

LANE, CRAWFORD & CO.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS. EASTMAN'S KODAK'S, FILMS AND ACCESSORIES. DEVELOPING AND PRINTING UNDERTAKEN. A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [390a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC, C.P. & Co.'S INVALIDS' PORT, \$20 PER DOZ.

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,

\$20 PER DOZ.

11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.

C.P. & Co.'S OWN SPECIAL

BLENDED WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE WHISKIES. THEY ARE UNEQUALLED AT THE PRICE. AGENTS—SIEMSEN & CO., HONGKONG. [41a]

\$20 PER DOZ.

This Fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassell.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

VERY SOFT, PALATABLE, AND MATURE. EVERYBODY SHOULD TRY THESE WHISKIES. THEY ARE UNEQUALLED AT THE PRICE. AGENTS—SIEMSEN & CO., HONGKONG. [41a]

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS. AMERICAN, ENGLISH AND GERMAN. EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH BY THE MAKERS AND OURSELVES. ROBINSON PIANO CO., LD.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

THE LEADING HOUSE FOR GOOD VINTAGES. TO H.R.H. THE PRINCE OF WALES. BY APPOINTMENT TO H. M. THE QUEEN. HATCH, MANSFIELD & CO., LD.

1, COCKSPUR ST., TRAFALGAR SQUARE, LONDON, S.W. WE ONLY SELL Wines of GOOD VINTAGES. Light and low-priced Wines of all descriptions a special feature.

THE AUTHENTICITY of Wine and Spirit sold us is guaranteed independently by the best known Growers or Distillers.

CHAMPAGNE. Perrier Jouet, 1893 (Monopoly for China) Veuve Larille, 1899
HOCKS. Bodenheim, 1895 Nierstein, 1895 Liebfraunheim, 1899
MOSELLE. Berncastel, 1895 Sparkling Moselle, 1895
CLARET. Vin Ordinaire Chateau Clos Grand Meys, 1893 Chateau Morin, 1893 Chateau Pichon Longueville, 1893 Chateau Mouton Rothschild, 1899 Chateau Dufort Margaux, 1899
SAUTERNE. Superior, 1895
LIQUEURS. Benedictine D.O.M. Apricot Brandy, &c., per List Apply to the undersigned for Calendar of Vintages and Price List. Immediate delivery will be made of Single Bottles or Cases.
BURGUNDY. Beaumont, 1894 Pommard, 1893 Chablis, 1893
SHERRY. Pale Dry Golden Anonjillo Very Fine Old Brown
MARSALA. Woodhouse & Co.
PORT. Hunt's Ruby Byness's Old Portugal (30 years in wood) Take Holdsworth's, 1897
MADEIRA. Cassart, Gordon—Finest Dessert
SCOTCH WHISKY. "Irresistible"
BRANDY. O'Brien's Fine Old Cognac, 1893 Do. do. do. 1895

LINSTEAD & DAVIS, AGENTS, HONGKONG.

BLATZ.

THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS \$25.00

SOLE AGENTS—

H. PRICE & CO., 12, QUEEN'S ROAD.

CHAMPAGNE "MONOPOLE."

HEIDTSECK & CO., REIMS.

PURVEYORS to THE IMPERIAL and ROYAL COURT at BERLIN. THE IMPERIAL ROYAL COURT of AUSTRIA. THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT. MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressure. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR" METALLIC BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market. ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. THOMAS SKINNER, Chief Superintendent. ARCHIBALD BUCHIE, Superintendent. DODWELL & CO., LIMITED, General Managers.

VICTORIA

CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty. MCKIRBY & CO., 40 & 41, QUEEN'S ROAD EAST. Hongkong, 3rd November, 1899. [2461a]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 375 lbs net ex Factory. \$3.00 per Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 2nd July, 1900. [1696a]

AMERICAN PORTABLE WOODEN HOUSES

THE undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs. Particulars on application to—WOODS & CO., 4, Queen's Road Central. Hongkong, 17th April, 1900.

INTIMATION.

GOLD MEDAL PARIS 1878 1889. of Highest Quality and having Greatest Durability are therefore GREATEST. The Only Award. Chicago, 1893. Numbers for use by Banks. Barrel Pens, 225, 226, 262. Slip Pens, 332, 333, 287, 104, 404, 7000. In Fine, Medium, and Broad Points. THE NEW TURNED-UP POINT, 1032. 2897.

HOTELS

HONGKONG HOTEL

A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor. CHARGES MODERATE. [44a]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1638]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus. Tel. 56. For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG. A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899. [49]

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management. MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton. Tourists should not miss the chance of visiting this famous Old City. For Terms, apply J. H. CHESNEY, Manager. Telegraphic Address: "Boavista." [1032a]

HING KEE HOTEL.

(ESTABLISHED 1873) MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate. L. HING KEE, Proprietor. Telegraphic address: "Hsienkee." [1919]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st FLOOR.



A. S. WATSON & CO.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

- B—SUPERIOR PALE DRY,
Dinner Wine, Green Seal Capsule—\$10.80
- C—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule 12.00
- CC—SUPERIOR OLD DRY,
PALE NATURAL SHERRY,
Red Seal Capsule 12.00
- D—VERY SUPERIOR OLD
PALE DRY, choice old
Wine, White Seal Capsule 14.40
- E—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) 20.40

B, C, and CC are excellent dinner Wines
and suitable for invalids and delicate
stomachs. D and E are after dinner Wines
of a very superior vintage. All are true
Xeres Wines.

Sample bottles and smaller quantities will
be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits
to be genuine when bought direct from us
in the Colony or from our authorised Agents
at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and
address with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should
be sent before 11 a.m. on day of publication. After
that hour the supply is limited. Only supplied for
Cash.

Telegraphic Address: PUNAS—A.B.C. Code.
P.O. Box, 31. Telephone No. 12.

The Daily Press.

HONGKONG, August 31st, 1900

REFERRING to the capture of Peking by the
Allies the Hoppo of Canton a few days ago
telegraphed to some of his subordinates
that the embankments between Tientsin and
Peking had been cut, the country flooded,
the greater number of the allied troops
drowned, but that 1,000 or 2,000 (it does
not matter which) Americans had been per-
mitted to go to Peking and escort the Minis-
ters out of that city, as China was anxious
to treat all nations with equity! The in-
ference is, and it is understood in that
way by the recipients of the telegram, that
America having in the past had no trouble
with China, she is consequently the least
objectionable of the "foreign devils," and
so her troops were permitted access to the
sacred city. This story is as gravely ac-
cepted as it is told, and the task of attempt-
ing to bring home the actual situation to
such cast-iron ignorance and conceit—short
of knocking each individual man's house
about his ears—is well nigh hopeless.
There is one way, and one way only, in which
the Chinese officials can be made to feel
that the day has come when civilised powers
will decide the policy of the Empire which
they have so misgoverned, and that is—to
come to the point bluntly—by stopping their
pay. Slaughter their wretched soldiers,
knock their cities about their ears, insist on
Peking degrading them from office, and yet,
as experience has shown in the past, they
will continue to act as if nothing had hap-
pened. Cut off or rather regulate their cash
supplies and you touch them in their vital
spot and bring home to their minds with
irresistible force the fact that they have got

to change their ways. Up to date, the only
nation that appears to have grasped this
elementary fact are the Russians, who as re-
ported from Newchwang have arranged for
the Imperial Maritime Customs to collect
revenue there as before, but that the sums
of money so collected are to be retained un-
til such time as a settlement is arrived at.
It is a drastic way of doing it, but the re-
sult of military occupation generally does
partake of that nature, and there is not the
slightest doubt that every official and *gomen*
hanger-on who depended for his liveli-
hood on the contribution made from the re-
venue collected by the Customs will fully
appreciate, now that his supplies are cut off,
the fact that the Russians are in actual pos-
session of that part of China. It is not im-
possible that the fear of a similar control of
the Shanghai funds has induced the Yang-
tze Viceroy to maintain the attitude of
neutrality which up to date they have wisely
adopted. But such action as that of Russia
at Newchwang can at the best only be a
temporary measure called into existence by
the exigencies of the times; with the re-intro-
duction of settled government the problem of
an honest fiscal administration will call for
prompt treatment. In a word, financial
reorganization of the Empire is the task
the Powers must face. Given that, all else
will follow. Importation of the vast quan-
tities of arms which have served to encour-
age lawlessness, not to speak of the want
of funds, and because under an honest
Customs administration their importation
would be well nigh impossible. In this con-
nection it is a question well worth the con-
sideration of the Powers whether, in the first place, a general dis-
armament throughout China should not be
insisted on; and, secondly, whether the
importation of munitions of war of all kinds
should not be prohibited entirely hencefor-
ward? The former would not be a difficult
task as far as the dismantling of forts, the
sale of warships and material, etc., belong-
ing to the Imperial or Provincial govern-
ments goes; the chief difficulty would be
with the people, the great bulk of whom,
and more especially in the southern pro-
vinces, possess arms. But even that could
be effected if sufficient firmness were shown.
The greatest delinquents in respect to the
trade in the arms are the various guilds or
societies who, under the pretence of arming
"trained bands" for local protection, obtain
large numbers of rifles and ammunition
under official sanction, and from their hands
these filter through to the various bands of
villagers who, quite content at ordinary
times to be such, are, when the occasion
serves, also quite ready to take part in the
pirating of a vessel, the looting of a mission
station or the murder of a foreigner. These
guilds could be called upon by the various
Viceroy to collect arms in their neighbour-
hood and deliver them up within a certain
time. The Powers would have to be ready
to insist on this by force if necessary, and
the penalty for carrying arms should be
made an extremely heavy one, with the
certainty of its infliction not only on the
individual but also on the whole town or
village concerned. We are inclined to think
the chances of, and, perhaps, the results
from, a general uprising throughout China
have been over-estimated, due largely to the
somewhat unexpected resistance offered by
the Chinese foreign-drilled troops to the
advance of the Allies on Peking; but, as
Admiral Lango lately pointed out, these
foreign-drilled troops are, at the most, not
in any great numbers; the backbone of their
resistance has been broken and the mere
rabble which constitute the balance of the
soldiery of China are not capable of
opposing for any length of time the force
which the Allies would be prepared to bring
against them. An order then from the
Central Government of China, backed by
the Allied fleet, would easily secure the
dismantling of the defences such as the
Bogue, the Woosung and Kiang Tia forts,
and that completed a force of from fifteen
to twenty thousand men prepared to move
to any part of China to insist on the
Central Authority being obeyed would be
sufficient to bring about a general disarm-
ament amongst the people. The nation at
large once disarmed, the introduction of
financial reform would be less opposed by
the scarcely veiled threats of the officials
that riots are sure to result from the in-
troduction of any such measures. But even
without disarmament the introduction of
financial reform is not such a difficult ques-
tion as it is commonly represented to be,
provided the Powers will take the matter
up in earnest. England might during the
past twenty years have accomplished a great
deal in this way had her efforts been inspired
by a settled and fixed policy; but to day it
is too late for her to think of acting alone,
notwithstanding the fact that her interests
vastly preponderate over those of all other
nationalities. She can, however, still take
the lead, and combining with those other
Powers whose policy is based on lines par-
allel to her own, secure the introduction of
the principles of free trade as against those
of protection; and not the least important
aid to the introduction of those principles is
the right already granted by the Chinese

Government to vessels of all nationalities to
navigate the internal waters on a footing
of equality. In this right the British Gov-
ernment possessed a lever capable of rais-
ing the weight of official obstruction and
corruption which strangles the trade of the
country, but, as unfortunately has always
been the case in the past, our Government
utterly failed to grasp the importance of the
opportunity thus presented to them. This
right of navigation pressed home, as it should
have been two years ago, may even yet be
made the means of extending British inter-
ests and the British sphere of influence, and
what of a necessity follows—free trade prin-
ciple. But before that can be done the attitude
of the Government towards our merchants
must be changed from that hitherto adopted;
an attitude which was exemplified by Lord
Salisbury's deliberate declaration of policy
and which the Shanghai correspondent of
the *Times* justly characterised as the old
policy of the repression of the British mer-
chant.

It is announced in Paris that Colonel Mar-
chand has applied for permission to proceed to
China.

During the 24 hours preceding noon yester-
day there were reported one fresh case of plague
and one death from the disease.

At the Magistracy yesterday Sanitary In-
spector L. C. Brett gave evidence against the
occupiers of eight houses for having cubicles on
their ground floors. Fines ranging from \$2 to
\$10 were imposed.

Yesterday afternoon Mr. G. P. Lamont
offered for sale by auction at his sale room in
Duddell Street, three lots of Crown Leasehold
property, situated at the rear of the premises
known as "Benfica," Lot 1, which contains
4,981.58 square feet, was purchased by Mr.
Alvarez for 90 cents per foot. Lot 2, which
contains 3,040.38 square feet, was bought by Mr.
Rustomjee for the same figure. Lot 3 was
withdrawn.

The *Indian Planter's Gazette*, in speaking of
the possible result of the trouble in China, sees
prospective good for the Indian tea industry.
The export of tea from China, both through
the ports and overland, is likely to suffer serious
derangement, and India's opportunity must be
quickly seized. The chance appears to have
come, adds the *Gazette*, for which we have been
waiting so long, of making another, and a
greater stride in the direction of opening out
fresh markets for what should be India's most
flourishing trade.

Of the fifty-five ships mobilised for the naval
manoeuvres this year, the *Adriatic*, *Cumpe-
rdon* and *Jaurer*, besides some others, are
specially fitted for wireless telegraphy, says the
Engineering, a journal generally well-informed
on naval matters connected with engineering.
The *Majestic*, states the same authority, has also
been fitted, and so, we hear, has the *Dagden*.
The system is not Marconi's, which the Ad-
miralty found too expensive, but a product of
the *Vernon*. The torpedo officers have charge
of the installation in each case. The manœuvres
this year were entirely of a wireless telegraphy
order.

There is every prospect that in the course of
time the Irish Guards will come into existence,
says a recent issue of the *Manchester Courier*.
The order creating them was issued on April
25, and since then there have been many in-
quiries by recruits as to when and where they
can enlist. Up to the present, however, the
Irish Guards consist of a few officers who have
been ordered to join them, whether they would
or no. The War Office are meanwhile devoting
their energies to a consideration of the badges
and buttons the men are to wear. When they
have decided on these, they will proceed with
the formation of the regiment. Unfortunately,
adds the *Courier*, it is quite possible that by
then the public will have forgotten the occasion
which called the regiment into existence.

There is promise of a lively controversy over
the future administration of that vast ac-
cumulation known as the Queen Anne Bounty
Fund, states the *Daily Mail*. An impres-
sion has got abroad that this small, joint
committee of both Houses of Parliament ap-
pointed to consider as to how the fund can
be more economically handled may report in
favour of amalgamating it with the fund
of the Ecclesiastical Commissioners. The
capital of the Queen Anne Bounty now ex-
ceeds £6,000,000, and opposition is being
organised to the idea of handing over a sum so
enormous from the control of a board mainly
of laymen to one on which bishops and clergymen
predominate. The Lord Mayor of London and
the Court of Aldermen, members of the existing
board, are taking the matter up, and it is not
unlikely that the Queen's counsel will follow suit.

A despatch from Brussels to the London
Daily Express states that after a protracted
hearing of the case brought by the Boer Gov-
ernment against the Solati Railway directors and
contractors, and arising out of the construction
of the line, the Correctional Court at Brussels
delivered its judgment in favour of the
Boer Executive. The Boer Government con-
tended that the railway cost more than the
amount agreed upon, and sought to recover the
money overcharged. The defendants, on the
other hand, alleged that the increased cost was
in consequence of the heavy bribes which had
to be paid to Kruger, Eloff, and other Boer
officials for the concession to construct the
railway. The two Oppenheims and the advo-
cate, M. Warrant, were each sentenced to a
year's imprisonment. The sentence passed
upon M. Terwagne was six months' imprison-
ment, while the other defendants, M. Louis
Warrant and M. Braconier were acquitted.

The contract to provide 208 guns and arm-
ament for eight Turkish ironclads has been
secured by Krupp against Armstrong.

About a hundred and fifty officers of the
British Army are expected to arrive in India
next month to fill existing vacancies in British
corps.

There is considerable uneasiness, says a home
paper, among the British public on account of
the excessive purchases of smokeless steam coal
by France and Russia.

The captain of the Russian transport *Vlad-
mir*, which arrived in Singapore last week,
reported picking up a ship's boat (white and
marked XH) just off Singapore.

Lord Lansdowne, Secretary of State for War,
has stated in the House of Lords that the Colo-
nials would receive the same war medals as
those granted to the regulars, and also a fair
proportion of honours and rewards.

The Admiralty Court have awarded £2,000
to the steamer *Benarich* for, when on her way
from Hongkong to Rangoon in February last,
rendering assistance to the steamer *Glenardie*
which was aground in the Straits of Malacca.

Does Germany really contemplate becoming
the leading Power in the Far East, asks
Volkszeitung, a Viennese journal? If that be so,
and if the result be an enhancement of Ger-
many's prestige in Asia, the English will be
painfully affected, but they should nevertheless
bow to the inevitable.

The betrothal of Princess Alexandra, daugh-
ter of the Duke of Cumberland, to one of the
sons of Prince Regent Albert, a society
journal announces, means a complete reconcilia-
tion between the Duke of Cumberland and the
Prussian Royal House, and the end of a family
feud which has lasted over thirty years.

Brigadier General William Ludlow, formerly
military attaché to the United States Embassy
in London, who was recently appointed Gov-
ernor at Havana, with his A. D. C., Lieut.
Halstead Dorey, have gone to Berlin, the for-
mer to study the German, French, and English
military systems.

The Marquis of Tweeddale, K.T., has re-
signed his position as chairman, and the
Bourds of Directors of the Eastern Telegraph
and Eastern Extension, Australasia and China
Telegraph companies have elected as his suc-
cessor Sir John Wolfe Barry, K.C.B. The Mar-
quis of Tweeddale retains his seat as a director
on both Boards.

As the result of a consultation with Dr. Koch,
the eminent German physician, who has come
out East to prosecute certain enquiries, Dr.
Lawson left yesterday afternoon in the *Crown*
of Arragon for South Africa. He is suffer-
ing from an affection of the lungs, and has been
ordered to spend a few months in the neighbour-
hood of Kimberley.

At about half-past five on Wednesday night
a large kerosene junk, moored at the Standard
Oil Company's Wharf at West Point, caught
fire. The flames having got good hold, it was re-
cognised that it would be futile to attempt to
extinguish the fire. All that could be done was
to prevent any of the other shipping from be-
coming ignited. One of the police launches
accordingly towed the junk towards Capri-moon
Pass, where the fire burned itself out. The
scene presented was a magnificent one. Not
only the junk itself but the oil which had escap-
ed on to the surrounding water was ablaze.
Fortunately the wind was blowing outwards or
else it is more than probable that the fire would
have been spread and considerable damage done.
The injury to the junk was estimated at \$1,000
and to the kerosene at \$500.

The Panama rebellion is now at an end. The
last battle between the city folk and the Colum-
bian rebels was fought on the 25th July, and
was the fiercest ever fought on the Isthmus.
The Government troops, aided by every abso-
lutist man in the city, manned the entrench-
ments. The rebels charged with all the fire of
the reckless Spanish-American soldiery, and
were met with splendid courage. Sometimes
the machine-guns and rifles fired point blank
muzzle to muzzle, so close and desperate was
the hand-to-hand struggle. Eleven times the in-
surgents charged, and eleven times they were re-
pulsed. The trenches were heaped with dead.
The peace treaty which was signed after the
battle grants amnesty to all the revolutionists
provided they give up arms, ammunition, and
ships. Officers are permitted to keep their
swords. The foreign adventurers are to be
banished in one week, and political prisoners
are to be released.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 30th August.

ALL NEWSPAPERS SUPPRESSED.

All the newspaper offices here are closed
to-day and their publication has been stopped
by order of the Chinese Authorities. This is a
penalty for publishing statements which they
ought not to have published. The measure is
also dictated, it is supposed, by the apprehension
that they might by their publication excite the
feelings of the public.

[From another source we hear that the sup-
pression is attributed to the fact that Canton
papers reproduced from the papers here the
report that the Japanese had succeeded in taking
prisoner the Chinese Emperor.]

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

Amoy, 30th August, 10.45 a.m.

THE TROUBLE AT AMOY.

H. M. S. *Isis* arrived here yesterday and
the Japanese cruiser *Tanikuchi* came in this
morning. The exodus continues and half
the population of Amoy has left in panic.

DISASTROUS RESULT OF

JAPANESE ACTION.

The city is almost deserted, business is at
a standstill, and gangs of thieves are busy
at work. The Japanese action is directly
responsible for this state of affairs.

Amoy, 30th August, 3.25 p.m.

MARINES FROM "ISIS" LAND

AT AMOY.

At 2.30 p.m. to-day H.M.S. *Isis* landed
70 armed marines in the British Concession.
Messrs. Butterfield and Swire's godown is
serving them as barracks.

London, 29th August, 8.5 p.m.

AMERICANS PREPARE FOR

WINTER CAMPAIGN.

Preparations now being made at Wash-
ington point to a winter campaign in China.

A FRENCH SUGGESTION.

The *Temps* advocates an European guard
for Peking to be recruited from some neu-
tral nation like Switzerland.

M. PICHON'S DESPATCH.

M. Pichon in a graphic despatch to the
French Government gives the offensive re-
turns of the Boxers and Chinese regular
troops. It is feared that most quarters of
the city are in ruins.

THE WAR IN SOUTH

AFRICA.

London, 29th August, 8.5 p.m.

MACHADODORP SUCCESS

CONFIRMED.

The news of the British success at Mach-
adorp is confirmed. The guns, however,
are not mentioned.

GENERAL NEWS.

London, 29th August, 8.5 p.m.

MR. BAX-IRONSIDES

APPOINTMENT.

Mr. Bax-Ironside has been appointed
Secretary to the British Legation at Stock-
holm.

REUTER'S SERVICE.

London, 28th August.

THE WAR IN SOUTH AFRICA.

General Buller, south west of Delamathla,
General Pole-Carew in the centre, and General
French, to the north of Belfast, were engaged
throughout Sunday. The enemy offered a stub-
born resistance, maintaining a hot fire from
three Long Toms and many other guns. The
country is difficult. The troops bivouacked at
dark where they were.

General French repulsed the Boers' extreme
left on Sunday; the Guards who occupied a
ridge which enfiladed the position behaved
splendidly. The firing continued till sunset,
when Lord Roberts visited the field.

Commandant De Wet has appeared in the
neighbourhood of Heilbron, and three small
commandos are in the vicinity of Senekal and
Bethlehem. The Boer raids in Natal are in-
creasing in daring, the objective being the rail-
way, and the Volunteers at Dundee are en-
treached, anticipating a rush.

General Bruce Hamilton has repulsed the
Boers at Winstburg with considerable loss, cap-
turing Commandant Olivier and his three sons.
The railway between Johannesburg and
Krugersdorp is out.

THE ADMIRALTY AND THE COAL

SUPPLY.

The Admiralty has held a conference with
the coal-owners at Cardiff, and it is understood
that they are negotiating for the purchase of
cargoes abroad, to replenish the coal depots
abroad.

LATER.

THE SOUTH AFRICAN WAR.

BRITISH SUCCESS.

General Buller was decidedly successful yester-
day, capturing a very strong position. The
battle continues.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport *Formosa* left for Taku yester-
day with troops for the north.
The transport *Malacca* started yesterday on
her return journey to Calcutta.
The German squadron now in the harbour
leaves for the north to-day.

THE ROMAN CATHOLIC REFUGEES

FROM YUNNAN.

Four French priests and a number of followers
arrived yesterday, says the Blaine correspondent
of the *Rangoon Gazette*, writing under date the
10th inst. They were escorted from Talifu to
Nampung by 20 armed soldiers. They were
26 days on the road, and suffered much from
the heat, wind and rain; but strange to say
they are all looking remarkably well except
their elder or bishop, an elderly gentleman, who
is very much reduced. It was through the
kindness of the military officers at Tali that
they obtained their pass and escort of troops.
They report the country unsettled and trade at
a standstill. They met with no opposition or
insects until they came near the frontier, where
they would have had some trouble had it not
been for Mr. Hobson. They state that the
China Inland missionaries will doubtless at-
tempt to reach Shanghai, while their follow-
ers in Southern Yunnan will move south.
A leading Chinese merchant when asked what
he thought of the state of affairs in China said
the "Old Empress" is a bad woman. When
asked why the white people in Burma did not
turn upon the Chinese, kill and take their prop-
erty, he replied, "You have a God, you have
law."

MISCELLANEOUS.

News has been received, says a Simla des-
patch dated the 10th inst., that 4,000 Lo-
cal Defence rifles have been shipped in the P. and
O. steamer *Egypt* which left London on August
2nd. Another 6,000 were sent a week later.

According to a telegram from Allahabad
bearing date the 10th inst., the question of
recalling the Staff Corps officers from leave in
England is again under consideration, as the de-
mand for extra regimental officers for the
Third and Fourth Brigades has to be met. The
Pioneer says it would seem advisable to take this
step forthwith.

A rough estimate of the cost of the China
Contingent, prepared on the 30th ultimo, i.e.,
before the mobilisation of the 3rd and 4th
Brigades, places the initial expenditure, at
1,500,000, the whole of which at present
falls on the Indian Government. This in-
cludes hospital ship and Marine charges for
the transport of the First Division and Cavalry
Brigade to China. Recurring charges for pay,
rations, fage and miscellaneous outlay are
placed at £80,000 monthly.

Capt. Williams officiating Cantonment Ma-
gistrate at Rangoon rejoins his regiment, the
8th B. B., which is under orders for China, on
relief by Capt. Ormiston.

The Russian Government is buying large
quantities of coal in the United States for ship-
ment to Port Arthur.

According to the *New Zealand Times* the
Admiral at Wellington has arranged for the
China fleet to be supplied partly with coal from
that port.

What amounts to an acknowledgment of
the failure of the Trans-Siberian railway as
a means of military transport is the fact that
a whole Russian Army Corps which has been
mobilised at Odessa for transport to Taku is
to be conveyed to China by steamers of the
Volunteer Fleet.

By the last French mail we learn that the
Belgian Volunteers' scheme for organising a
Belgian Volunteer Expedition to China has
not met with enthusiastic approval by the House
of Representatives. The *Petit Bleu*, a Brussels
journal, states that a high personage has con-
tributed three million francs, (£120,000) to-
wards the necessary funds of the Expedition.
Enlistment was proceeding briskly when the
mail left, and M. de Boveren speaking in
the House on the subject said that if the
Belgian residents of Shanghai were threatened,
they would receive the hospitality of the Dutch
warships.

Mail advices from London, dated the 11th inst.,
state, among other things, that the German
Emperor has ordered the despatch of 5,000 more
troops for China.

A despatch to the *Indian Daily News* from
Odessa, dated the 10th inst., states that 50,000
more troops are going from European Russia
to China to protect the Siberian frontier.

ARMS REGULATION AT MACAO.

IMPORTANT TO HONGKONG SPORTSMEN.

We are requested to publish the following
letter, which has been received by the Colonial
Secretary:—

H.B.M.'s Vice-Consulate,

Macao, 28th August.

Sir,—I have the honour to inform you that I
have to-day received a despatch from the
Colonial Secretary here enclosing the *Boletim*
Official marked, which I now forward you at his
request. By this you will perceive the import
and export of arms and ammunition as regards
the Colony of Macao is strictly forbidden. The
Colonial Secretary in his letter further goes on
to draw attention to the effect this may have on
Hongkong sportsmen landing and going out of
Macao to shoot in Chinese territory. This is
strictly forbidden, as it is forbidden for anyone
residing in this colony to go out of it in the
possession of arms, the country beyond the
borderland being considered unsafe just now.

For my own part I should wish you to make
it known to intending shooting parties in Hong-
kong that, should they desire to go shooting in
Chinese territory in the vicinity of Macao by
evading Macao and Macao Waters, they should
provide themselves with passports from the
Canton Consulate, through whom redress and
assistance will have to be obtained in the event
of any trouble to them arising. I have, etc.,
(Sd) F. OUGLEY SEATON,
Vice-Consul.

The Honourable the Colonial Secretary, Hong-
kong.

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THE BRITISH CAVALRY IN
SOUTH AFRICA.

An occasional correspondent of the Times
writes from Cape Town:—

With the exception of one weekly journal,
whose correspondent showed such complete igno-
rance of the abnormal conditions under which our
cavalry served in South Africa that his adverse
opinions and criticisms merely brought ridicule
on himself, operations of the British cavalry in
the South African war have been done full jus-
tice to in the Press; and, moreover, by the
Commander-in-Chief in South Africa unstinted
praise has been bestowed on this branch of
the service. We are gratified by the com-
mendations of the Press of our country, we
are elated at the praise of our Commander-in-
Chief, and we are thereby certified of the value
and undoubted success of the branch of the
service that we love. (I am alluding solely
to cavalry operations on the frontier of Cape
Colony and in the Free State; I know nothing
of these in Natal, which country is about as
suitable as Switzerland for the operations of
cavalry.) Nevertheless, in spite of the praise
showered on us, I am quite prepared to admit
that our cavalry is very far from being perfect,
and I consider that any man of ordinary in-
telligence who has taken part in the Kimberley
relief march, the operations at Paardeberg, and
the subsequent march to Bloemfontein, could
suggest many important, I might say neces-
sary, changes. I contend that as our material
in men and horses is by far the best in the
world, so our cavalry is *fuelle princeps*—but
do we make the best use of the splendid material
at our command? No, certainly we do not;
and I maintain that our cavalry ought to be,
could be, made in efficiency.

Let us take the blackest spot first and see
what can be done to eliminate it. This is,
undoubtedly, the ridiculous weight that our
horses have to carry. It is an impossible
weight. All cavalry officers who have been
brought up—as cavalry officers should be—in
the hunting field, where they learn a very valu-
able part of cavalry soldiering by the same
methods that ducks learn to swim (and this part
of the science it is almost impossible to learn
later on) is the reason why some of our
cavalry commanders, otherwise able, fail some-
what as horse-masters. I have recognized this for
some time, and it is thrust on their notice in
the most unpleasant way possible in a campaign
like the present one. Think of it, that a light-
weight horse should have at least 18st. put
on his back, and after being piled up with
this impossible weight must (if our cavalry
is to be efficient) satisfy the following require-
ments. He must be able to march for many
days consecutively at least 20 miles a day—30
would be nearer the mark; he may then be called
upon at any time, possibly at the end of a long
day, to gallop two miles and charge, and then
with his 18st. on his back take part in a pursuit
in which the problem to be solved is how to
catch a fleeing enemy on comparatively fresh
horses riding 4st. or 5st. lighter. Is not this
the *reductio ad absurdum*, and yet this is what
our cavalry must do to give their full value?
And why is it that our cavalry horses are
crushed down with this ridiculous and unneces-
sary weight? Simply because none of our
authorities have brought their ability and in-
telligence to bear on this the most important and
difficult problem connected with cavalry soldier-
ing. When I say difficult, the difficulty lies in
reducing the weight to rational dimensions, for
there is no difficulty whatever in reducing the
weight considerably, though there might be a
little extra expense incurred. But to any
expert or to a committee on the subject the
following problem—"Can you possibly reduce
the weight of the saddle, the carbine, the sword,
the lance, the bit and head-piece, the men's
clothes and capes?" The answer would be in
every case "Yes." In fact, the only thing one
cannot reduce is the weight of the rider; but
after all these had been reduced to a minimum
the weight would still be an impossible one.
What is to be done then? I have mentioned a
rational weight, and you will ask me what I
call rational—from 13st. 7lb. to 14st. Then you
will say, how is it possible to solve this problem,
seeing that if one could reduce the actual weight
of arms and equipment by 2st. (which would be
the most one could hope for) it would still leave
our horses burdened with 26st. over the
"rational" weight. Manifestly the solution is
that this 26st. must be carried elsewhere than on
the horse. I feel sure that the majority are
with me as far as I have gone, that these crush-
ing weights must somehow or another be taken
off our troop-horses' backs; but how they should
be carried requires careful thought and working
out by an expert or, better still, by a committee
of experts.

May I, however, be allowed to offer the sug-
gestion that light carts, one per field troop—
that is, four per squadron—might be added to
the establishment for this purpose? These
carts would, I think, be best drawn by mules
and should accompany their squadrons in the
field wherever they go, whether with the main
body of cavalry or on outpost or other duty. I
have no doubt that someone of inventive genius
could construct a cart which, when emptied,
could be turned into a field kitchen or some
equally useful machine. Limit the men's kit to
be carried in these carts to, say, 28lb. weight,
then each cart would have to carry 30cwt. for
one field troop of 120 men. I know there are
disadvantages to this, but the saving in horse-
flesh in sore backs alone would pay the extra cost
many times over in one month of campaigning.
There may be other and better ways of carry-
ing the kits then this. This is only one
that suggests itself to me. The conditions
that should be satisfied in carrying the kit
otherwise than on the horses are that they must
be able to be got at any moment they are re-
quired, they should be kept dry, and every man
in the troop should know where his kit is, and
be able to get it without disturbing the rest.
With a cart none of these requirements would

be very difficult to deal with. In considering,
therefore, how the weight can be reduced from
18st. to 14st., we should begin with this item—
weight of kit to be carried elsewhere than on
the horse. 2st. Then the problem would begin
to solve itself, for the saddle, having much less
to support, could be reduced enormously in
weight. It now weighs the absurd burden of
28lb.; I am told that the American cavalry
saddle weighs considerably less than 14lb.
Have you ever taken up in your hand a cavalry
bit and bridle and head collar, reins, &c.?
It is a marvel how a horse can carry his
head with it all. Away with it, it can and
must be reduced, say, 25 per cent. The lance
weighs up to 5lb., making it a too heavy weapon
for any but a very strong man to use effectively,
and this weight is useless. Take 3lb. off it.
Look at the cavalryman's sword, heavy and
clumsy throughout, with a needlessly heavy steel
scabbard, which is not only unnecessary but
spoils the edge of the blade when sharpened.
Let us return to the old leather scabbards with
steel shoes and rings. Lee-Metford carbine,
very heavy; if a magazine carbine is necessary
for cavalry, which is open to question, still the
weight can be reduced.

No doubt all this means increased expenditure
for finer material, but if it could save the whole-
sale waste of horseflesh on service it would be
true economy. One squadron of lancers had
more than 400 horses through their ranks up to
the end of April in this campaign, and these
were not by any means all killed by the enemy.
Another squadron of dragoons I saw, which
only had seven horses left fit for duty, and these
are not exceptional cases. But I am wandering
somewhat from my subject. We have got rid
of 2st., to be carried elsewhere than on the horse
and have reduced all the items of equipment to
their minimum. Let us see what must be car-
ried on the horse. The soldier and his
clothing, handkerchief with 150 rounds, water-
bottle, and haversack. Do away with his cloak
and cape on service. The Indian regiments in
South Africa wear a garment called officially
"the coat worn British" made of khaki serge,
thick, with a flannel lining and pockets, much
lighter and less cumbersome than the cloak.
This rolled in the waterproof sheet, carried as
either a front or rear pack, preferably the latter,
is all the kit that should be required. Nose-bag
with one feed, or even that might be in the cart
(in a very dry and hot country the chugal for
water might be carried), lance, sword, and
carbine. I think the wallets might then be done
away with, the men would ride much better and
more comfortably without them (for our
cavalrymen would be far better horsemen
than they are if wallets had never been
invented), and the absence of straps
and buckles would be a great advantage, the
haversack would carry all that was necessary;
in this case the coat and waterproof sheet must,
of course, be carried as a rear pack. Every-
thing else should be carried in the cart—horse-
shoes, blankets, built-up rope (or one long rope
for the troop), and any change of clothing that
is absolutely necessary. There is a great deal
more to be said on this subject, but I hope I
have written enough to give your readers food
for reflecting whether some trouble and possibly
expense should not be devoted to reducing the
weight carried by our troop horses on active
service. From time to time it has been hinted
to me that our cavalry soldier does not take
sufficient care of his horse on service. I be-
lieve this imputation arises from the excessive
mortality amongst horses during the war, and
one of your contemporaries even attributed it
to what he was pleased to call "the peace
traditions of the British cavalry." I think if
this writer were to study the Army List and
note the honours won by the British horse he
would be ashamed into withdrawing this offe-
nsively silly paragraph. But alas! how many
writers on military subjects nowadays are grossly
ignorant of all military matters? I pro-
pose, therefore, in my next article to show that
this libel on the British cavalry soldier has no
foundation in fact, and at the same time to
explain the reasons for this equine mortality.

TWO SORTS OF FATIGUE.

To be tired is nothing. The bodily powers
are more or less exhausted for the time being.
No harm is done. The sources of strength are
not impaired. Food and rest will set things to
rights. We shall sleep all the better for having
come home under the scorching influence of
fatigue. It is nature's narcotic, leaving no
headaches or bowdlered brains behind it. It is
the highest licence to knock off work; it is an
order for to-morrow's supply of vigour. The
man who has never tired with honest labour has
missed one of life's luxuries.

But the thing this woman talks of is very
different. Rest does not relieve it; the cheer-
fulness and refreshment of the evening meal cannot
be used as an antidote to it; it is a sort of weak-
ness which neither welcomes the darkness nor
has hope in the dawn.

"Even since I was a girl of twelve years of
age," she says, "I have been weak and ailing.
I had no strength or energy, and was always low
and languid. I had a poor appetite, and the
little food I took gave me great pain at the chest
and through to my back."

"My skin was yellow, and I had a constant
pain at my right side. From time to time I
was taken with spasms, and for hours was racked
with pain. I lost much sleep, and had often to
sit up in bed. I had a gnawing pain at the sink-
ing in the stomach which made me feel as if I
had no strength left."

"In this low state I continued for years, being
sometimes better and again worse, but never
free from pain. I got so extremely weak that I
often thought I should never live."

"In March, 1893, my mother-in-law told me
about Mother Seigel's Curative Syrup, and how
it had done her good. I got a little from Mr.
F. Hudson, chemist, Ecclestone, and when I had
taken it a short time I found great benefit. My
food agreed with me and I felt stronger. I kept
on taking it, and soon was better than I had
been for years."

"Since then I have kept the medicine in the
house, and whenever I feel anything of my old
complaint it never fails to ease me. I am now
in good health, for which I thank Mother
Seigel's Syrup. You can make what use you
like of this statement. (Signed) Mrs. Esther
L. Palin, Cotes Heath Bank, Standen, near
Creve, Nov. 1st, 1895."

Mr. Frank T. Hudson, the chemist whom Mrs.
Palin names, informs us that he has known her
for some years, and vouches for the accuracy
of her statement.

In the absence of definite information we can
do no more than speculate as to the original
cause of this lady having become, at so early an
age, a victim of indigestion. The unhappy
fact, however, is that there are multitudes of
children, usually girls, who suffer in the same
way. They are anemic, pale, weak, low-spirited,
short of breath, and generally incapable. Every
doctor comes across them in his practice, and
plenty of trouble and worry he has in trying—
commonly with poor success—to cure them.
The fundamental defect with these young people
is a congenitally bad digestion. The stomach is
flat, weak, cold, and torpid; hence food does not
nourish, and all the symptoms and results of
non-nutrition follow, as described by Mrs. Palin.
The patient may die—helpless to resist—of some
acute disease like pneumonia or quick consump-
tion, or linger along for many years, as she did,
bearing a load of illness and pain that is pitiable
to see.

In these cases Mother Seigel's Syrup has
made a record of cures, even in advanced life,
which stamp it as a genuine remedy. It goes to
the root of the trouble, the incompetent stomach
and liver, stimulates them to normal action, and
thus ensures a radical recovery. Despite their
dismal past many a woman having used the
Syrup, says with Mrs. Palin, "I am now in
good health."

MANILA CIGARS.

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and Shanghai.

Favourable conditions.
References required.
Offers under "M. W." to be directed to—
"EL COMERCIO" OFFICE,
MANILA.
Hongkong, 30th August, 1900. [2410]

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a complete line of DESKS,
roll and flat top, TYPE-
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any article used in an Office
or Library.

We cordially invite Mer-
chants and others to send for
our complete Catalogue. Or-
ders may be placed through
any Reputable London or
American House or direct, as
may best suit convenience.

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235, Broadway, NEW YORK CITY.
Cable Address: "Blick."
Hongkong, 24th October, 1899. [2677]

FOR SALE.

SKETCH PLANS of Hongkong, showing
Buildings, Godowns, Street Nos., Lot
Nos., &c., &c.; especially suitable for FIRE
INSURANCE COMPANIES.
J. D. K. Z.,
Care of Daily Press Office.
Hongkong, 30th August, 1900. [2309]

HIRANO NATURAL MINERAL
WATER.

HIRANO MURA, HYOGO-KEN,
JAPAN.

BOTTLED in its Natural Carbonic Acid Gas.
Bright, Sparkling and Effervescent.
An excellent drink with Wines or Spirits.
Price \$5.50 per Case of 48 Pints.
As seen from the Imperial Japanese Govern-
ment's Analysis the above belongs to a class of
saline mineral waters having alkaline reaction,
and taken internally its medical uses are for
chronic catarrh of the stomach, intestines,
diseases of glands, and chronic endometritis.

TAI WO & CO.,
22, Bank Buildings,
Agents for Hongkong.
Hongkong, 14th August, 1900. [2211]

YABARI AND SORACHI
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CAPITAL YEN 12,000,00 ANNUAL OUT-
FIT 800,000 TONS.

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THE celebrated Yabari and Sorachi Coals are
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HUGHES & HOUGH,
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Telephone 75.

SINCE 1878 WE HAVE SUPPLIED OVER 100 VESSELS
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"Aurora"	"Endymion"	"Lapping"	"Rainbow"
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"Eolus"	"Essex"	"Lionet"	"Roarier"
"Albatross"	"Egeria"	"Leander"	"Robin"
"Andromeda"	"Fame"	"Maggie"	"Rattler"
"Argemone"	"Flying Fish"	"Mascara"	"Redpoll"
"Alacrity"	"Firebrand"	"Minerva"	"Redpoll"
"Archer"	"Goliath"	"Mosquito"	"Swift"
"Barfleur"	"Gibraltar"	"Moorhen"	"Sheldrake"
"Bonaventure"	"Grafton"	"Marathon"	"Satellite"
"Brisk"	"Hart"	"Mohawk"	"Severn"
"Carrasco"	"Handy"	"Narcissus"	"Spartan"
"Cleopatra"	"Hermione"	"Orlando"	"Sandpiper"
"Caryfort"	"Humber"	"Otter"	"Snipe"
"Centurion"	"Hornet"	"Pelias"	"Snipe"
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"Conquest"	"Imperious"	"Phoenix"	"Undaunted"
"Charlydis"	"Inconstant"	"Pigeon"	"Victor Emanuel"
"Crescent"	"Immortalita"	"Pigmy"	"Victorious"
"Daphne"	"Iphigenia"	"Pique"	"Wanderer"
"Daring"	"Juno"	"Flower"	"Waterwitch"
"Dido"	"Kestrel"	"Powerful"	"Wivern"
		"Porpoise"	"Woodcock"
			"Whiting"
			"Zephyr"

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via PORTS OF CALL	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 1st Sept.
LONDON via SUEZ CANAL	GLAUCUS	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON via SUEZ CANAL	ALCINOUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 13th Sept.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Fulford	BUTTERFIELD & SWIRE	On 2nd Oct.
BEEMEN, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th Sept.
MASSILLLES, LONDON & ANTWERP, via S. POPE, &c.	ANNAM	Dan. str.	—	G. Meyer	MELCHERS & CO.	On 6th Sept., at Noon.
MASSILLLES, LONDON & ANTWERP, via S. POPE, &c.	SADO MARU	Jap. str.	—	W. Thompson	MELCHERS & CO.	Quick despatch.
MASSILLLES, LONDON & ANTWERP, via S. POPE, &c.	YARRA	Frean. str.	—	Schmitz	MELCHERS & CO.	On 7th Sept., at Daylight.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	MELCHERS & CO.	On 10th Sept., at 1 P.M.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	MELCHERS & CO.	On or about 21st Sept.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	MELCHERS & CO.	On or about 30th Sept.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	Schneider	MELCHERS & CO.	On or about 12th Oct.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	MELCHERS & CO.	On or about 20th Oct.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	—	On or about 31st Oct.
NEW YORK via SUEZ CANAL	GLANES	Brit. str.	—	—	—	On or about 1st inst.
NEW YORK via SUEZ CANAL	ASTORIA	Brit. str.	—	—	—	On or about 15th Oct.
VICTORIA, B.C., & TACOMA	OLYMPIA	Brit. str.	—	—	—	On or about 10th Sept.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	—	On 8th Sept.
PORTLAND, OREGON, &c.	ARGYL	Brit. str.	—	—	—	On 26th Sept.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	—	On 20th Sept.
SAN FRANCISCO via AMOY, &c.	COPTIC	Brit. str.	—	—	—	On 18th Sept.
SAN FRANCISCO via SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	—	To-morrow, at Noon.
AUSTRALIAN PORTS	BERGHEUS	Brit. str.	—	—	—	On 12th Sept., at Daylight.
GERMAN COLONIAL & AUSTRALIAN PORTS	AMIRAL	Brit. str.	—	—	—	On 25th Sept.
YOKOHAMA, via NAGASAKI & KOBE	TAIYUAN	Brit. str.	—	—	—	On 6th Sept., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	MCNICH	Ger. str.	—	—	—	On 20th Sept., at Noon.
SHANGHAI	ROHILLA	Brit. str.	—	—	—	On or about 1st Sept.
SWATOW, AMOY & FOCHOW	RADNOSHIRE	Brit. str.	—	—	—	To-morrow, at 5 P.M.
SWATOW, AMOY & TAIWANFOO	SANUKI MARU	Jap. str.	—	—	—	On 2nd Sept., at 4 P.M.
MANILA	CLYDE	Brit. str.	—	—	—	On or about 31st inst.
MANILA, ZEBU & LOILO	KANSU	Brit. str.	—	—	—	On 2nd Sept., at Daylight.
SINGAPORE, PENANG & CALCUTTA	HAICHING	Brit. str.	—	—	—	To-day, at 10 A.M.
	ASPIN MARU	Jap. str.	—	—	—	On 5th Sept., at Daylight.
	DIAMANT	Brit. str.	—	—	—	On 3rd Sept., at 5 P.M.
	TAIYUAN	Brit. str.	—	—	—	On 20th Sept., at Noon.
	KAIKONG	Brit. str.	—	—	—	On 2nd Sept., at Daylight.
	CHERYDRA	Brit. str.	—	—	—	To-morrow, at Noon.

SHIPPING.

ARRIVALS.
 Aug. 30, DIAMANT, British str., 1,255, Ramsay, Manila 27th August, Hoap and Cigars—SHAWAN, Tams & Co.
 Aug. 30, LOONMOON, German str., 1,245, Scholz, Canton 20th August, General—Stemmer & Co.
 Aug. 30, INDEPENDENT, German str., 871, A. Holt, Swatow 21st August, General—SANDER, Weller & Co.
 Aug. 30, LOYAL, German str., 1,217, Lorenzen, Bangkok 22nd August, Rice—SANDER, Weller & Co.
 Aug. 30, HAMBURG, British ship, 1,649, Caldwell, New York 20th April, Oil—STANDARD OIL CO.
 Aug. 30, PETRIANA, British str., 1,248, Sapiro, Palampayan 23rd July, Oil—ANNHOLD, Kamber & Co.
 Aug. 30, RADNOSHIRE, British str., 1,889, A. D. Hadley, London via Singapore 24th August, General—SHAWAN, TAMS & CO.
 Aug. 30, TOONAN, German str., 1,354, J. Blethen, Chetoo 24th August, General—CHINESE.
 Aug. 30, AUSTRALIAN, British str., 3,000, P. T. Holmes, Sydney 4th August, Brisbane 6th, Townsville 9th, Cooktown 10th, Thursday Island 12th, Port Darwin 17th and Manila 28th, General—GIBB, LIVINGSTON & CO.
 Aug. 30, ROHILLA, British str., 2,216, C. H. S. Toque, S.S.R., Yokohama 22nd August, General—P. & O. S. N. Co.
 Aug. 30, KWEIYANG, British str., 1,080, Osterbridge, Hongkong 27th Aug., Coal—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
 30th August.
 Clara, German str., for Haiphong.
 Pronto, German str., for Saigon.
 Haiching, British str., for Swatow.
 Lin, Norwegian str., for Kutchinetau.

DEPARTURES.

Aug. 30, FORMOSA, British transport, for Taku.
 Aug. 30, MATIANA, British transport, for Calcutta.
 Aug. 30, BLANCK, British str., for Portland.
 Aug. 30, FROESS, German str., for Tonkin.
 Aug. 30, LOONGSANG, British str., for Manila.
 Aug. 30, HOKOKO, French str., for Hanoi.
 Aug. 30, CROWN OF ARAGON, British str., for Natal.
 Aug. 30, SIAM, British str., for Amoy.
 Aug. 30, INDEVELL, British str., for New York.
 Aug. 30, MACEDONIA, British str., for Moji.
 Aug. 30, NAIHUNG, British transport, for Taku.

VESSELS IN DOCK.

ABERDEEN DOCK—Chowlin.
 KOWLOON DOCK—U.S.S. Monterey, Argus, Hailong, Thales, H.G.M.S. Hertha, Kaifong, COSMOPOLITAN DOCK—Nanshan, Standfield.

SHIPPING REPORTS.

The American steamer *Tosoma*, from Chetoo 24th August, had fine weather to Suddles; heavy rain and head sea to Turnabout; thence to port fine, clear weather and sharp head sea.
 The British steamer *Stumphead*, from Manila 27th August, had strong S.W. winds and heavy rain squalls on the 27th and 28th; light breeze, clear and fine weather on the 29th and 30th.
 The British steamer *Kaifong*, from Yokohama 22nd August, had squally weather in Inland Sea; strong S.E. winds and squally weather after clearing coast of Japan to coast of China.
 The British steamer *Australian*, from Sydney 4th August, Brisbane 6th, Townsville 9th, Cooktown 10th, Thursday Island 12th, Port Darwin 17th and Manila 28th, experienced fine weather and variable winds to Port Darwin, and from there to Manila had fine weather for the first three days, when came on heavy, blowing hard from N.W. with a heavy N.W. swell. Whilst passing Cape Calavite on 23rd, 8 o'clock a.m., sighted a steamer ashore and kept away to leeward. 9 o'clock stopped at a safe distance from the wreck, which turned out to be N.Y. K. Co.'s steamer *Fulani* *Mara* ashore on Pantokami Point, about one-quarter of a mile from the shore. 9.25 chief officer boarded and reported the ship a total wreck and broken masts, and all the passengers and crew landed and camped on shore, where they had been for the last five days. They requested to be taken to Manila, with the mails and sixteen cases of specie to the value of £4,000 sterling. Proceeded immediately into Paluan Bay to leeward of reef in almost smooth water, working engines as required, keeping a safe distance from the shore and facilitating the work on hand. 1.45 p.m. all safely on board (129 souls), also mails and specie. Hoisted up boats and at 2 o'clock proceeded full speed in continuance of voyage to Manila and arrived there the following day at 9.30 a.m. Left Manila on 28th at 1 o'clock p.m. and experienced thick hazy weather with heavy rain squalls from N.W. On 29th the wind turned to N.E. very suddenly, with no change in barometer, and the weather cleared up with a smooth sea.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 POSTPONEMENT.

FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HAICHING,"
 Captain Hall, will be despatched for the above ports TO-DAY, the 31st instant, at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAPELAK & CO.,
 General Managers.
 Hongkong, 28th August, 1900. [2308]

FOR NEW YORK via SUEZ CANAL.
 THE Steamship
 "RICHMOND CASTLE"
 will be despatched for the above port on or about the 31st instant, and will be followed by the Steamship
 "AFRIDI"
 on or about the 8th September, and the Steamship
 "MARIA DE LARRINAGA."
 For Freight, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 27th August, 1900. [2054]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "CHERYDRA,"
 Captain Davies, will be despatched as above TO-MORROW, the 1st September, at Noon.
 For Freight, or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 25th August, 1900. [2277]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
 THE Steamship
 "CHUSAN,"
 Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 26th August, 1900. [1]

THE EAST ASIATIC COMPANY, LIMITED.
 FOR MARSEILLES, HAYRE AND COPENHAGEN WITH OPTION VIA BANGKOK.
 THE Company's Steamship
 "ANNAM"
 will be ready to load as above on SATURDAY, the 1st September.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 25th August, 1900. [2204]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 THE Company's Steamship
 "KANSU,"
 Captain Sommerville, will be despatched as above on SUNDAY, the 2nd September, at Daylight.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 30th August, 1900. [2307]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SIBIRIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 31st Sept. Freight and Passage.
* SAXONIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 30th Sept. Freight.
* SERBIA	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 12th Oct. Freight.
* KONIGSBERG	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 20th Oct. Freight and Passage.
* CAPT. SCHIDER	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 31st Oct. Freight.
* BAMBERG	HAYRE & HAMBURG (London with transhipment in Hamburg)	About 1st Nov. Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN" Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 29th Sept., 1900
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only): granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World); the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition); and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 30th August, 1900. [9]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	NAGASAKI, KOBE and YOKO- HAMA	SUNDAY, 2nd Sept., at 4 P.M.
SADO MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 7th Sept., at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
 Manager.
 Hongkong, 30th August, 1900. [12]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK-SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.
 N.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PREUSSEN	WEDNESDAY 9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 23rd January, 1901.
SACHSEN	WEDNESDAY 6th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 20th February, 1901.

ON THURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain G. Meyer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 4th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO.,
 AGENTS.
 Hongkong, 25th August, 1900. [8]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, LONDON &c., YOKOHAMA via NAGASAKI, KOBE, YOKOHAMA, MANILA, ZEBU & LOILO, SINGAPORE, PENANG & CALCUTTA.

FOR FURTHER PARTICULARS, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 18th August, 1900. [14]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	S. Trubridge	Sept. 8	ARGYL	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	MON SHIRE	2,872	J. Kennedy	Oct. 20
GLENGLOUGH	3,750	W. Fakes	Sept. 15				
QUEEN ADELAIDE	2,832	F. McNair	Sept. 29				

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £27.
 Excellent accommodation. First class Table, Doctors and STEWARDESSES carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK ROUTE.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.
 The best route to the KIDNEY GOLD FIELDS. Frequent sailings from Victoria, TACOMA and PORTLAND to DYER and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.
 This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINCINNATI and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
 A special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 16th August, 1900. [10]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
 THE Company's Steamship
 "TAIYUAN,"
 Captain Nelson, will be despatched as above on THURSDAY, the 20th Sept., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 23rd August, 1900. [2294]

For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 25th August, 1900. [2295]

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY, LIMITED.FOR MANILA, CEBU AND ILOILO.
The Company's Steamship

"KAIFONG."
Captain Pennofather, will be despatched on SUNDAY, the 2nd September, at DAYLIGHT. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th August, 1900. [2236]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Company's New Steamship

"DIAMANTE."
Captain A. Ramsay, will be despatched as above on MONDAY, the 3rd September, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 30th August, 1900. [2247]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).
The Company's Steamship

"PROMETHEUS."
Captain Day, will be despatched as above on TUESDAY, the 4th September.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th July, 1900. [2089]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
The Company's Steamship

"ANPING MARU."
Captain S. Atsuni, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 23rd August, 1900. [1449]

NORDDEUTSCHER LLOYD

REGULAR SERVICE
FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, EINSCHAFEN, HERBERTSHOF, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.
On WEDNESDAY, the 5th September, 1900, at Noon, the Steamship

"MÜNCHEN,"
(4,536 Reg. Tonnage).

Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port on above.
The steamer has splendid accommodation and carries a Doctor and Stewards.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 10th July, 1900. [2018]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND FORMS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"AIRLE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 17th August, 1900. [2235]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

"BERGENHUS" 3,600 Tons, on 25th Sept.

The Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th August, 1900. [14]

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

The Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAYLIGHT.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

The Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 26th August, 1900. [5]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th September, 1900, at 1 P.M., the Company's Steamship "YARRA," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay.

This Steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 10th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 29th August, 1900. [3]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

The Steamship

"GLENESK" will be despatched for the above port on or about 15th September, 1900.

To be followed by Steamship "ANAPA," about 15th October.

For Freight, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 20th August, 1900. [3223]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"GLAUCUS" Captain Barwise, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th August, 1900. [2069]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

The Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 26th August, 1900. [3]

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT
(TAKING CARGO AT LONDON RATES).
The Company's Steamship"HECTOR."
Captain Barr, will be despatched as above on THURSDAY, the 20th September.For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th August, 1900. [2203]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"ALCINOUS" Captain Palford, will be despatched as above on TUESDAY, the 2nd October.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th August, 1900. [2278]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LONDON CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. POINTE every fortnight.

For Freight and further particulars, apply to
DOWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Australian, British str., 3,000, Helms, Aug. 30.

Gibb, Livingston & Co.

Azer, Austrian steamer, 388, Raudsch, Aug. 23.

Sander, Wieler & Co.

Chelydra, British str., 1,567, Davies, Aug. 24.

Jardine, Matheson & Co.

Chiyeon, Amr. str., 1,177, Jamieson, Aug. 22.

Chinese

Chowat, British str., 1,115, Morris, Aug. 24.

Butterfield & Swire

Clara, German steamer, 673, Hansen, Aug. 27.

Jensen & Co.

Diamante, British str., 1,225, Ramsay, Aug. 30.

Shewan, Tomes & Co.

Else, German steamer, 900, Peterson, Aug. 24.

Jensen & Co.

Haidling, British str., 1,267, Hall, Aug. 28.

Douglas Lapsrak & Co.

Hailong, British str., 783, Bathurst, Aug. 13.

Admiralty

Hating, French steamer, 750, Bast, Aug. 20.

A. R. Marty

Holstein, German str., 985, Inland, Aug. 22.

Jensen & Co.

Independent, German str., 871, Holtz, Aug. 30.

Sander, Wieler & Co.

Kaifong, British str., 1,024, Pennofather, Aug. 23.

Butterfield & Swire

Kalgan, British str., 1,158, Laver, Aug. 27.

Butterfield & Swire

Kongcong, German str., 1,115, Groves, Aug. 27.

Butterfield & Swire

Kong Beng, German str., 862, Fuchs, Aug. 21.

Butterfield & Swire

Katsung, British str., 1,495, Bradley, Aug. 22.

Jardine, Matheson & Co.

Kweijang, British str., 1,100, Aug. 27.

Lay, Norwegian str., 1,079, Rasmussen, Aug. 27.

Mitsui Bussan Kaisha

Lokang, British str., 889, Leask, Aug. 28.

Jardine, Matheson & Co.

Lacang, Amr. str., 1,245, Schulz, Aug. 24.

Sjælland & Co.

Loyal, German str., 1,377, Lorenzen, Aug. 30.

Sander, Wieler & Co.

Mussang, British str., 1,614, Cox, Aug. 23.

Jardine, Matheson & Co.

München, German steamer, H. Krebs, Aug. 26.

Melchers & Co.

Petraia, British str., 1,243, Sappe, Aug. 30.

Arnold, Karberg & Co.

Queen Adelaide, British str., 1,335, McNair, Aug. 28.

Dodwell & Co., Limited

Radnorshire, British str., 1,839, Hadley, Aug. 30.

Shewan, Tomes & Co.

Rohila, British str., 2,216, Toeque, Aug. 30.

P. & O. S. N. Co.

Sandakan, German str., 2,111, Mullis, Aug. 23.

Melchers & Co.

Thales, British str., 820, Passmore, Aug. 25.

Douglas Lapsrak & Co.

Toopam, Amr. str., 1,354, Blethen, Aug. 30.

Chinese

Yuenang, British str., 1,223, Rolfe, Aug. 29.

Jardine, Matheson & Co.

SAILING VESSELS.

Bittern, British str., 339, Astin, Aug. 28.

Siemens & Co.

Hamburg, British str., 1,649, Caldwell, Aug. 30.

Standard Oil Co.

Mannell Lapsrak, Amr. ship, 1,650, Small, Aug. 6.

Standard Oil Co.

Norwood, British ship, 1,398, Roy, July 31.

Order

Peter Rickmers, Ger. Am. ship, 2,751, Scholer, Aug. 11.

Standard Oil Co.

President, British bark, 759, Munro, Aug. 24.

Siemens & Co.

Suchem, Amr. bark, 1,267, Nickles, July 13.

Standard Oil Co.

Sarunac, Amr. bark, 858, Bartaby, Aug. 15.

Standard Oil Co.

Sierra Estrella, British ship, 1,397, Farmer, July 8.

Dodwell & Co., Limited

Stanfield, British bark, 552, Wilson, June 22.

Order

Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16.

Standard Oil Co.

Westgate, British ship, 1,339, Nevills, Aug. 9.

Standard Oil Co.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian cruiser, 9,000 h.p., Capt. Visvolsky, at Tientsin.

Albatross, American gunboat, Ensign D. W. Knox, at Zambouanga.

Albatross, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elksky, at Vladivostok.

POST OFFICE NOTICES.

The *America* Maru, with the American Mail of the 3rd inst., left Shanghai on Wednesday, the 29th inst., at midnight, and may be expected here to-morrow.

The *Clyde*, with the English Mail of the 3rd August, left Singapore on Monday, the 27th inst., at 1 p.m., and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 2nd July.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Moji	Holstein	Friday, 31st, 11.00 A.M.
Saigon	Pronto	Friday, 31st, 11.00 A.M.
Shanghai	Chiquen	Friday, 31st, 2.00 P.M.
Singapore, Penang and Calcutta	Chiquen	Saturday, 1st Sept. 10.00 A.M.
Manila	Yuen-sing	Saturday, 1st Sept. 10.00 A.M.
Europe, &c., India via Tutuorin		Saturday, 1st Sept. 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		
Nagasaki, Kobe and Yokohama	Rudnorshire	Saturday, 1st Sept. 5.00 P.M.
Shanghai	Kanau	Saturday, 1st Sept. 5.00 P.M.
Manila, Cebu and Iloilo	Kanau	Saturday, 1st Sept. 5.00 P.M.
Mindanao	Diamond	Saturday, 1st Sept. 5.00 P.M.
Samsui and Wuchow	Wuchow	Saturday, 1st Sept. 5.00 P.M.
Samsui, Penang, Friedrich-Wilhelmshafen, Finschhafen, Heber's-Hofe, Townsville, Rockhampton, Brisbane and Sydney	Wuchow	Saturday, 1st Sept. 5.00 P.M.
Europe, &c., India via Tutuorin		Wednesday, 5th Sept. 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Iloilo, Hongkong and San Francisco	America Maru	Thursday, 6th Sept. 11.00 A.M.
Samsui and Wuchow	America Maru	Thursday, 6th Sept. 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Iloilo, Hongkong and San Francisco	America Maru	Thursday, 6th Sept. 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		

COMMERCIAL CLOSING QUOTATIONS.

THURSDAY, 30th August.

ON LONDON.	2/0 1/2
Telegraphic Transfer	2/0 1/2
Bank Bills, on demand	2/0 1/2
Bank Bills, at 30 days sight	2/0 1/2
Bank Bills, at 4 months sight	2/0 1/2
Credit, at 4 months sight	2/0 1/2
Documentary Bills, 4 months sight	2/0 1/2
ON PARIS.	2/5 1/2
Bank Bills, on demand	2/5 1/2
Credit, at 4 months sight	2/5 1/2
ON GERMANY.	2/0 1/2
Bank Bills, on demand	2/0 1/2
Credit, at 4 months sight	2/0 1/2
ON NEW YORK.	49 1/2
Bank Bills, on demand	49 1/2
Credit, at 4 months sight	49 1/2
ON BOMBAY.	152 1/2
Telegraphic Transfer	152 1/2
Bank, on demand	152 1/2
ON SHANGHAI.	152 1/2
Bank, on demand	152 1/2
ON YOKOHAMA.	152 1/2
Bank, on demand	152 1/2
ON MANILA.	2 p.c.p.m.
ON SINGAPORE.	2 p.c.p.m.
ON BATAVIA.	2 p.c.p.m.
ON HAIKONG.	2 p.c.p.m.
ON SAIGON.	2 p.c.p.m.
ON BANGKOK.	2 p.c.p.m.
ON DOMESTIC.	2 p.c.p.m.
SOVEREIGNS, Bank's Buying Rate	9.50
GOLD LEAF, 100 fine, per oz.	51.50
BAD SILVER, per oz.	28 1/2

VESSELS EXPECTED.

THE INDIAN MAIL.
The steamer *Lightning*, with mails, &c., from Calcutta, left Singapore for this port on the afternoon of the 25th inst.

THE ENGLISH MAIL.
The P. & O. steamer *Clyde* left Singapore for this port on the 27th inst., at 1 p.m., with the outward English mails, and is due here to-morrow, at about 8 a.m.

THE AMERICAN MAIL.
The T. K. K. steamer *America Maru*, with mails, &c., from San Francisco to the 3rd inst., left Shanghai for this port on Wednesday, 29th inst., at midnight.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 14th inst.

The O. & O. steamer *Guelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 21st inst.

THE GERMAN MAIL.
The Imperial German Mail steamer *Prinz Heinrich* left Kobe via Nagasaki, Shanghai and Fushan on Monday, the 20th inst., for Hongkong via the usual ports of call.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* left Vancouver on Monday, the 20th inst., for Hongkong via the usual ports of call.

SEVENTH STEAMERS.
The steamer *Myat*, from Europe, left Singapore on the 25th inst., and is due here about the 1st September.

The N. Y. K. steamer *Sauki Maru* (Europe Line) left Singapore for this port on the 28th inst., and is expected to arrive here on the 2nd prox.

The steamer *Dormida* left Singapore on the 28th inst., and is expected to arrive here on the 3rd September.

The N. Y. K. steamer *Sauki Maru* (Europe Line) left Kobe via Moji for this port on the 29th inst., and is expected to arrive here on the 5th prox.

The N. P. steamer *Glenogle* sailed from Tacoma for Japan and Hongkong on the 9th inst.

ZETLAND LODGE No. 523, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS' HALL on SATURDAY, the 1st September, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 29th August, 1900. [2383]

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS, No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900. [2074]

NOTICE OF REMOVAL.

THE OFFICE of the HONGKONG DAILY PRESS, CHUNG NGOI SAN PO, CHRONICLE & DIRECTORY, have this day been removed to 9, PRAYA CENTRAL, Entrances East Lane, recently Messrs. Roberts & Co.'s Office, behind Messrs. Shewan, Tomes & Co.'s premises.

Hongkong 1st May, 1900.

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE JUBILEE OF HONGKONG

AS A BRITISH CROWN COLONY.

BEING AN HISTORICAL SKETCH

TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS

OF

21st to 24th JANUARY, 1891.

AND A DESCRIPTION OF THE INDUSTRIES OF THE COLONY.

Royal 8vo, 48 pages.

The Booksellers or Daily Press Office.

Hongkong, 27th January, 1891. [57]

JOINT STOCK SHARES.

HONGKONG, 30th August.

STOCKS.	No. OF SHARES.	ISSUED.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	125	125	30/- div. at 1/11/11	205 p. et. pr. = \$506 1/2, ex div.
Bank of China & Japan, Ltd.	100,000	28	21	None	25.58
Do. Defered	1,250	121	121	28 for 1890	27, buyers
National Bank of China, Ltd.	10,000	210	210	28 1/2 for 1890	27, buyers
Do. Founders' Shares	750	21	21	28 1/2 for 1890	27, buyers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	250	250	30 p. et. = \$18 for 1898	235
China Traders Ins. Co., Ltd.	24,000	253	253	10 p. et. = \$10 for 1898	235
North China Ins. Co., Ltd.	5,000	400	400	10 p. et. = \$10 for 1898	235
Yangtze Ins. Assoc., Ltd.	8,000	100	100	10 p. et. = \$10 for 1898	235
Canton Ins. Office, Ltd.	10,000	250	250	10 p. et. = \$10 for 1898	235
Straits Insurance Co., Ltd.	30,000	100	100	5 p. et. = \$5 for 1898	235
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	250	250	27 for 1898	235
China Fire Ins. Co., Ltd.	20,000	100	100	27 for 1898	235
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	115	115	12 p. et. = \$12 for 1898	235
Indo-China S. S. Co., Ltd.	60,000	210	210	20 p. et. = \$20 for 1898	235
China & Manila S. S. Co., Ltd.	14,000	50	50	12 p. et. = \$12 for 1898	235
Douglas Steamship Co., Ltd.	20,000	250	250	12 p. et. = \$12 for 1898	235
China Mutual S. S. Co., Ltd.	20,000	410	410	10 p. et. = \$10 for 1898	235
Do. Ordinary	20,000	410	410	10 p. et. = \$10 for 1898	235
Do. do.	10,000	110	110	10 p. et. = \$10 for 1898	235
Star Ferry Co., Limited	18,000	210	210	10 p. et. = \$10 for 1898	235
Shell Transport & Trading Co., Limited	18,000	210	210	10 p. et. = \$10 for 1898	235
RAILWAYS.					
China Sugar Refining Co., Ltd.	20,000	100	100	10 p. et. = \$10 for 1898	235
Luon Sugar Refining Co., Ltd.	7,000	100	100	10 p. et. = \$10 for 1898	235
MISCELLANEOUS.					
Panama Canal Co., Ltd.	60,000	88	88	None	235
Do. Preference	30,000	88	88	None	235
Societe Fran. des Charbonnages du Tonkin	10,000	250	250	None	235
Queens Mines, Limited	400,000	25	25	None	235
Jelaba Mining and Trading Co., Ltd.	200,000	21	21	None	235
Rand Australia Gold Mining Co., Limited	15,000	85	85	None	235
Oliver's Emulsion Mines, Limited	15,000	85	85	None	235
Great Eastern and Cal. Gold Mining Co., Ltd.	10,000	84	84	None	235
Do. Preference	70,000	81	81	None	235
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	125	125	None	235
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	50	50	None	235
Wanchai Warehouse and Storage Co., Ltd.	2,000	100	100	None	235
New Amoy Dock Co., Ltd.	6,000	80	80	None	235
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Co., Ltd.	50,000	100	100	None	235
Kowloon Land & B. Co., Ltd.	6,000	50	50	None	235
West Point Building Co., Ltd.	12,500	50	50	None	235
Hongkong Hotel Company, Limited	12,500	50	50	None	235
Humphreys Est. & Fin. Co.	55,000	10	10	None	235
COTTON MILLS.					
Ewo Cotton, Spinning & Weaving Co., Ltd.	17,500	110	110	None	235
Soy Chee Cotton Spinning & Weaving Co., Ltd.	2,000	110	110	None	235
Yahlong Cotton Spinning & Weaving Co., Ltd.	7,500	110	110	None	235
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	100	100	None	235
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	10	10	None	235
China Cement Co., Ltd.	7,500	20	20	None	235
A. S. Watson & Co., Ltd.	60,000	10	10	None	235
Hongkong Electric Co., Ltd.	30,000	10	10	None	235
Hongkong and China Gas Co., Ltd.	7,000	20	20	None	235
Hongkong Light & Power Co., Ltd.	10,000	25	25	None	235
Hongkong Ice Co., Ltd.	5,000	25	25	None	235
Hongkong High Level Tramways Co., Ltd.	1,250	100	100	None	235
Dairy Farm Co., Ltd.	10,000	25	25	None	235
Guangchow & Co., Ltd.	2,000	25	25	None	235
Hk. & China Bakery Co., Ltd.	10,000	25	25	None	235
Campbell, Moore & Co., Ltd.	10,000	25	25	None	235
Belle's Asbestos & Ag. Co., Ltd.	10,000	25	25	None	235
United Asbestos Oriental Agency, Limited	10,000	25	25	None	235
Tobacco Planting Co., Ltd.	10,000	25	25	None	235
China Provident Loan & Mortgage Co., Ltd.	10,000	25	25	None	235
Watkins, Limited	1,000	10	10	None	235
Universal Trading Co.	60,000	20	20	None	235

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 30th AUGUST, P.M.

CHINA COAST, 29th AUGUST, P.M.						
STATION.	Hour.	Barometer red to sea level 32° Fahr.	Thermom- eter.	Humidity.	Wind Direc- tion. Force.	Weather.
Yokohama	2 p.	30.02	82	83	W	2
Manila	"	29.99	82	81	N	4
Shanghai	"	29.95	82	81	N	2
Amoy	"	29.99	82	81	SE	2
Swatow	"	29.94	82	81	W	4
Keelung	1 p.	29.91	82	81	NW	4
Keelung	"	29.93	82	81	W	4
Keelung	"	29.95	82	81	SE	4
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